

Notice No.6

Rules and Regulations for the Classification of Special Service Craft July 2018

The status of this Rule set is amended as shown and is now to be read in conjunction with this and prior Notices. Any corrigenda included in the Notice are effective immediately.

Please note that corrigenda amends to paragraphs, Tables and Figures are not shown in their entirety.

Issue date: June 2019

| Amendments to | Effective date | IACS/IMO implementation (if applicable) |
|------------------------------------|----------------|---|
| Part 10, Chapter 1, Section 1 | 1 July 2019 | 1 July 2019 |
| Part 10, Chapter 1, Sections 2 & 7 | 1 July 2019 | N/A |
| Part 15, Chapter 2, Section 16 | 1 July 2019 | N/A |
| Part 16, Chapter 2, Section 6 | Corrigenda | N/A |
| Part 17, Chapter 1, Sections 1 & 2 | 1 July 2019 | N/A |



Lloyd's
Register

Part 10, Chapter 1

Reciprocating Internal Combustion Engines

■ Section 1 General requirements

1.2 Scope

1.2.3 Arrangements for gas only or dual fuel engines will be specially considered. For the requirements for trunk piston internal combustion engines supplied with low pressure (less than 1 MPa) natural gas (methane) as fuel, see *Rules and Regulations for the Classification of Ships, July 2018, incorporating Notice No. 1, 2, 3, 4 & 5 Pt 5, Ch 2, 15 Engines supplied with low pressure gas.*

■ Section 2 Materials and components

2.2 Testing and inspection

2.2.1 Materials and components for engines are to be manufactured, tested and documented in accordance with the relevant requirements of the *Rules for the Manufacture, Testing and Certification of Materials, July 2018, incorporating Notice No. 1* and Table 1.2.1 Summary of testing and associated documentation for engine components under a quality control system that is suitable for the actual engine types to be certified by LR. See also the applicable requirements specified in the *Rules for the Manufacture, Testing and Certification of Materials, July 2018, incorporating Notice No. 1*.

2.2.4 The manufacturer is not exempted from responsibility for any relevant tests and inspections of those parts for which documentation is not explicitly requested by LR. Manufacturers are to be equipped in such a way that all materials and components can be consistently produced to the required standard. This includes production and assembly lines, machining units, special tools and devices, assembly and testing rigs as well as all lifting and transportation devices.

(Part only shown)

Table 1.2.1 Summary of testing and associated documentation for engine components

| Part | Material properties see Note 2 | Non-destructive examination | Hydraulic testing see Note 4 | Dimensional inspection see Note 3 | Visual inspection | Applicable to engines | Final document to be issued |
|---|--|--------------------------------|------------------------------------|---|----------------------|--------------------------|--|
| Bolts and studs for cylinder heads, crossheads, main bearings and connecting rods see Note 98 | W (C + M) | W (UT + CD) | - | TR [thread making for connecting rods] | - | B>300mm | W Material Properties Certificate W Non-Destructive Examination Report W Test Report |
| Tie rod see Note 409 | W (C + M) | W (UT + CD) | - | TR [thread making] | LR(V) (Random) | Crosshead | LR Component Certificate |
| High pressure fuel injection system – valve and pump body (pressure side) see Notes 41 and 42 10 and 11 | LR(C + M) see Note 8 | - | W (Lesser of P or p+30 MPa) | - | - | B>300mm | LR Component Certificate see Note 8 W Hydraulic Test Certificate or Test Report |
| | | | TR (Lesser of P or p+30 MPa) | | | B≤300mm | |
| High pressure fuel injection pipes including common rail see Note 4110 | LR(C + M) see Note 8 W (C + M) | - | W (Lesser of P or p+30 MPa) | - | - | B>300mm | LR Component Certificate see Note 8 W Material Properties Certificate |
| | | | TR (Lesser of P or p+30 MPa) | | | B≤300mm | |

| | | | | | | | |
|--|---|---------|---------------------------------|---|---|------------------------------------|---|
| | | | | | | | W Hydraulic Test Certificate or Test Report |
| High pressure common servo oil system | LR(C + M) see Note 8 W (C + M) | - | W (Lesser of P or p+30 MPa) | - | - | B>300mm | LR Component Certificate see Note 8 W Material Properties Certificate |
| | | | TR (Lesser of P or p+30 MPa) | | | B≤300mm | W Hydraulic Test Certificate or Test Report |
| Coolers, both sides see Note 13 12 | LR(C + M) see Note 8 W (C + M) | - | W (P) | - | - | B>300mm | LR Component Certificate see Note 8 W Material Properties Certificate W Hydraulic Test Certificate |
| Accumulator of common rail fuel or servo oil system | LR(C + M) see Note 8 W (C + M) | - | W (Lesser of P or p+30 MPa) | - | - | Accumulators with a capacity >0,5l | LR Component Certificate see Note 8 W Material Properties Certificate W Hydraulic Test Certificate |
| Piping, pumps, actuators, etc., for hydraulic drive of valves, if applicable | LR(C + M) see Note 8 W (C + M) | - | W (P) | - | - | >800kW/cylinder | LR Component Certificate see Note 8 W Material Properties Certificate W Hydraulic Test Certificate |
| Engine-driven pumps (oil, water, fuel, bilge) | LR(C + M) see Note 8 ■ | - | W (P) | - | - | >800kW/cylinder | LR Component Certificate see Note 8 W Hydraulic Test Certificate |
| Bearings (main, crosshead, and crankpin) see Note 14 13 | TR [C] | TR [UT] | - | W | - | >800kW/cylinder | TR Material Properties TR Non-Destructive Examination Report W Inspection Certificate |
| <p>Note 8. Where piping systems and components are categorised as Class III, the testing for material properties shall be W(C + M) as a minimum. For materials documentation requirements, see Pt 15, Ch 1, 11 Material certificates. W Hydraulic Test Certificate or Test Report will also form as part of Final Document to be Issued.</p> <p>Existing Notes 9 to 14 are to be renumbered 8 to 13.</p> | | | | | | | |

■ **Section 7**
Control and monitoring of main, auxiliary and emergency engines

7.3 Auxiliary engine governors

7.3.5 For alternating current installations, the permanent speed variation of the machines intended for parallel operation are to be equal within a tolerance of $\pm 0,5$ per cent. Momentary speed variations with load changes in accordance with *Pt 10, Ch 1, 7.3 Auxiliary engine governors 7.3.1* are to return to and remain within one per cent of the final steady state speed. ~~This should normally be accomplished within five but in no case more than eight seconds.~~ This is to be accomplished within a maximum of 5 seconds; longer durations are subject to consideration by LR and are to be supported by an engineering and safety justification. For quality of power supplies, see *Pt 16, Ch 2, 1.8 Quality of power supplies*.

Part 15, Chapter 2 **Ship Piping Systems**

■ **Section 16**
Requirements for Air Cushion Vehicles

16.1 General

16.1.2 Reference is to be made to the ~~Provisional~~ *Rules for the Classification of Air Cushion Vehicles, January 2015*.

Part 16, Chapter 2 **Control and Electrical Engineering**

■ **Section 6**
System design - Protection

6.8 Protection of generators

6.8.6 ~~The voltage and time delay settings of the under-voltage release mechanism(s) required by *Pt 6, Ch 2, 6.8 Protection of generators 6.8.2* and *Pt 6, Ch 2, 6.8 Protection of generators 6.8.3* are to be chosen to ensure that the discriminative action required by *Pt 6, Ch 2, 6.1 General 6.1.1* is maintained.~~

The voltage and time delay settings of the under-voltage release mechanism(s) required by:

- *Pt 6, Ch 2, 6.8 Protection of generators 6.8.2*; and
- *Pt 6, Ch 2, 6.8 Protection of generators 6.8.3*

are to be chosen to maintain the discriminative action detailed in *Pt 6, Ch 2, 6.1 General 6.1.1*.

Part 17, Chapter 1

Fire Protection, Detection and Extinction - General

■ Section 1

General requirements

1.1 Application

1.1.1 The requirements of this Part apply to yachts with a load line length greater than 24 m ~~or carrying more than 12 passengers~~ and service craft (see also Pt 17, Ch 1, 1.1 Application 1.1.2.(e)) built in accordance with these Rules.

(Part only shown)

1.1.2 Consideration will be given to the acceptance of fire safety measures:

- (a) ~~which, for yachts, have been prescribed and approved by the Government of the Flag State, provided that these are shown to be equivalent to those required by the MCA LY3 Code as amended. In this instance, the requirements of Pt 17, Ch 2 Fire Protection, Detection and Extinction – Service Craft and Pt 17, Ch 4 System and Equipment Specifications of these Rules are not applicable;~~ which, for service craft, have been prescribed and approved by the Government of the Flag State, provided these are deemed acceptable by LR. In this instance, the requirements of Pt 17, Ch 2 Fire Protection, Detection and Extinction – Service Craft and Pt 17, Ch 4 System and Equipment Specifications of these Rules are not applicable;
- (b) ~~which, for yachts, intended for the carriage of more than 12 passengers but not more than 36 passengers, have been prescribed and approved by the Government of the Flag State, provided that these are shown to be equivalent to those required by SOLAS for passenger ships carrying not more than 36 passengers. In this instance, the requirements of Pt 17, Ch 3 Fire Protection, Detection and Extinction – Yachts and Pt 17, Ch 4 System and Equipment Specifications of these Rules are not applicable;~~ which, for yachts, have been prescribed and approved by the Government of the Flag State, provided these are deemed acceptable by LR. In this instance, the requirements of Pt 17, Ch 3 Fire Protection, Detection and Extinction – Yachts and Pt 17, Ch 4 System and Equipment Specifications of these Rules are not applicable;
- (c) ~~which, for yachts, intended for the carriage of more than 36 passengers, have been prescribed and approved by the Government of the Flag State, provided that these are shown to be equivalent to those required by SOLAS for passenger ships carrying more than 36 passengers. In this instance, the requirements of Pt 17, Ch 3 Fire Protection, Detection and Extinction – Yachts and Pt 17, Ch 4 System and Equipment Specifications of these Rules are not applicable;~~ which, for yachts, intended for the carriage of more than 12 passengers but not more than 36 passengers, have been prescribed and approved by the Government of the Flag State, provided these are shown to be equivalent to those required by SOLAS for passenger ships carrying not more than 36 passengers. In this instance, the requirements of Pt 17, Ch 3 Fire Protection, Detection and Extinction – Yachts and Pt 17, Ch 4 System and Equipment Specifications of these Rules are not applicable;
- (d) ~~which, for yachts, have been prescribed and approved by the Government of the Flag State, provided that these are shown to be equivalent to those required by the MCA LY2 Code as amended. In this instance, the requirements of Pt 17, Ch 3 Fire Protection, Detection and Extinction – Yachts and Pt 17, Ch 4 System and Equipment Specifications of these Rules are not applicable;~~ which, for yachts, intended for the carriage of more than 36 passengers, have been prescribed and approved by the Government of the Flag State, provided these are shown to be equivalent to those required by SOLAS for passenger ships carrying more than 36 passengers. In this instance, the requirements of Pt 17, Ch 3 Fire Protection, Detection and Extinction – Yachts and Pt 17, Ch 4 System and Equipment Specifications of these Rules are not applicable;

1.2 Submissions of plans and information

1.2.5 For yachts, where fire plans and the information listed above have been appraised, approved and verified on board by the Flag Administration ~~in compliance with the MCA LY3 Code as amended~~, Lloyd's Register LR will only acknowledge the aforementioned and therefore no further appraisal, approval or survey should be provided.

■ Section 2

Definitions

2.6 Craft types

2.6.3 A **yacht** is a ~~recreational craft used~~ in commercial or non-commercial use for sport or pleasure and may be propelled mechanically, by sail or by a combination of both.

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